

Message Text

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ACTION EB-08

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FM AMEMBASSY LAGOS

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AMCONSUL IBADAN

AMCONSUL KADUNA

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E.O. 11652: N/A

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SUBJECT: NIGERIA AIRWAYS AIRCREW TRAINING

REF: (A) STATE 15623: (B) LAGOS 257: (C) 77 LAGOS 15036:

(D) 77 LAGOS 12615

1. IN RESPONSE TO PARA 3 REFTEL A, OPERATIONS SUPERINTENDENT M.E. EMNI AND SENIOR OFFICER FIDELIS NKADI INFORMED EMBOFF THAT TRAINING NEEDS BY NIGERIA AIRWAYS (WT) IN 1978 WERE OF TWO TYPES: AIRCRAFT PERFORMANCE COURSES FOR DISPATCHERS AND ADVANCED FLIGHT COURSES FOR AIRCREWS.

2. EMENI EXPLAINED THAT ONE WEEK PERFORMANCE COURSES (REFTEL B) WERE DESIGNED TO TEACH DISPATCHERS CHARACTERISTICS OF SPECBLJIC AIRCRAFT. MCDONALD-DOUGLAS HAS DC-10 OPERATIONAL ENGINEERS TRAINING COURSE. BOEIVNG HAS PERFORMANCE ENGINEER SPECIFIC COURSES ON 707, 727, AND 737 AS WELL AS THREE WEEK PERFORMANCE ENGINEER GENERAL COURSE. WT WOULD LIKE TO SEND TWELVE DISPATCHERS IN 1978, THREE PER QUARTER, FOR SIX WEEKS AT BOEIVNG AND ONE WEEK AT DOUGLAS IF IT CAN BE ARRANGED WITH THE MANUFACTURERS.

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3. ON AIRCREW ADVANCED FLIGHT COURSES (REFTEL C) NKADI PRODUCED FOLLOWING LIST OF TRAINING REQUIREMENTS FOR 1978-79:

DC 10 - SIX CAPTAINS, SIX CO-PILOTS, SIX ENGINEERS: B 707 - SEVEN CAPTAINS, SIX CO-PILOTS, SIX ENGINEERS: B 727 - FIVE CAPTAINS, TWO CO-PILOTS, FOUR ENGINEERS: B 737 - FOUR CAPTAINS, FOUR

EQK PILOTS. AVERAGE EXPERIENCE FOR DC 10 AND SP CREWS ARE CAPTAINS 8,000 HOURS, CO-PILOTS 3,000 MHOURS, ENGINEERS 8,000 HOURS. AVERAGE EXPERIENCE 727 CREWS, CAPTAINS 7,000 HOURS, CO-PILOTS 3,000 HOURS, ENGINEERS 100 HOURS. ON 737, CAPTAINS AVERAGE 5,000 HOURS AND CO-PILOTS 2,000 HOURS. ALL HAVE RECEIVED LICENSES AT EITHER ATR OR CPL LEVEL IN U.S. ENGINEERS ARE PROFESSIONAL TYPE NOT PILOT TYPE. FOR DC-10 AIRCRAFT, WT USES SPERRY INTEGRATED FLIGHT SYSTEM. FOR BOEING AIRCRAFT THEY USE FD 108 FLIGHT DIRECTOR SYSTEM.

4. WITH THIS INFORMATION IN HAND AIRLINES AND MANUFACTURERS SHOULD BE ABLE TO MAKE DIRECT PROPOSALS TO WT. COMMUNICATIONS SHOULD BE DIRECTED TO CAPTAIN DELE ORE, NIGERIA AIRWAYS, LTD., AIRWAYS HOUSE, MURTALA MUHAMMED AIRPORT, IKEJA, P.M.B. 1024 OR P.O. BOX 136 LAGOS, TELEX 22646, TELEPHONE 31031.

5. PLEASE REPORT PROBABLE RESPONSE OF AIRLINES AND MANU-

FACTURERS. IF POSSIBLE DETERMINE WHY BOEING HAS LEFT WT 707 CRASH (REFTEL D) FOR TWO MONTHS AFTER HAVING ORIGINALLY PREDICTED PLANE WOULD BE FLYING AGAIN IN TWO WEEKS.
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